



Reduction Sale

To make room for a large invoice of VEHICLES now on the way. For a limited time we will offer our present stock of

Buggies, Runabouts, Phaetons, Surreys, ETC., ETC., ETC

At greatly reduced prices. Don't lose this opportunity.

See our stock of DELIVERY WAGONS, DRAYS, ETC., HARNESS WHIPS, LOBES

Pacific Vehicle & Supply Co., LIMITED.

DAY BLOCK. BERETANIA STREET.

THIS WEEK

We are offering in connection with many other Novelties in the

Dry Goods Line....

THE FOLLOWING FOR GENTS:

GENTS' BALBRIGGAN SHIRTS 20 cents each
OVERSHIRTS 25 cents each
HOSE 3 pairs for 25 cents
SILK TIES 2 for 25 cents
LINEN COLLARS 2 for 25 cents

THIS SALE IS FOR ONE WEEK ONLY, BEGINNING OCTOBER 13.

THE BARGAIN STORE

Opposite the Fire Station. Fort and Beretania Streets.
ALBERT BLOOM, Proprietor.

STRAW HATS
...IN THE...

VERY LATEST STYLES
—AT—

IWAKAMI'S, HOTEL STREET.

GET THE BEST Ready Rock Roofing

IT HAS STOOD THE TEST FOR 25 YEARS

Sandy Rock Roof Paint is the best for all kinds of roofs, smokestacks, chimneys, etc.

AGENTS FOR Sunshine Water Heater....

Hot water day and night without the use of fire. Call and see it working.
Alpine Cement, Canned Fruits,
Monterey Sand, Pet and Highland Creams,
Mortar Stains, Standard Biscuit Co.

Paper and Paper Bags,
Bolts Clymer & Co's Cigars.

HAWAIIAN TRADING CO., Ltd.
50 FORT STREET, LOVE BUILDING.



BROACHED THE CARGO.

Two native sailors of the Island schooner Kaukakaouli were arrested yesterday morning by Captain Harry Flint of the waterfront police and booked at the station house for investigation. The men are thought to be the ones who broached a keg of sake which formed part of the cargo put in to the schooner on Wednesday afternoon. Wednesday evening both the natives whose names are Lili and Nakoko were seen somewhat under the influence of liquor. The finding of the broken sake keg with its contents gone seemed to point the finger of suspicion toward the two sailors and they were promptly apprehended on a warrant and lodged in jail.

DESERTED NAVAL ROW.

The harbor beyond the wharves presents a deserted appearance. The naval row which is often crowded to the limit with steamers and vessels of all classes waiting to get berth room at the docks are not present. The United States tug Ironclad stands lonely at her usual anchorage in Naval Row from which she has not moved since the Dunnegan went on the reef off Diamond Head. The old Sebastian Bach and a few other hoochie notables are grouped at the Ewa end of the Row. The coal fleet from Newcastle will take up all the space there and at every anchorage in the harbor upon arrival.

NOT A U. S. TRANSPORT.

A cargo of miscellaneous freight will be taken to Port Arthur for the Russian Government by the steamer Flintshire, recently released from the transport service. The vessel is under charter to the American Trading Company, which has already dispatched several freight steamers and sailing vessels to Port Arthur.

FIGURES OF THE NAVY.

WASHINGTON, D. C., Sept. 20.—In the current number of notes on naval progress by Captain C. D. Slagbeek, Chief of the Intelligence Office, the United States stands fourth in tonnage among the naval powers.

In making this calculation, however, there are omitted obsolete ships, receiving ships, sailing and training ships. It is estimated that if the three latter classes were included the United States would be third among the powers. Lieutenant W. L. Howard of the Intelligence Office, U. S. N., furnishes the following data:

TONNAGE.	
England	1,894,920
France	795,719
Russia	579,828
U. S.	413,855

TONNAGE BUILT SINCE 1900.	
England	1,182,125
France	437,940
Russia	339,284
U. S.	338,145

STRENGTH IN BATTLESHIPS.	
England	823,905
France	339,009
Russia	262,912
Germany	214,865

PROTECTED CRUISERS.	
England	528,170
France	144,193
U. S.	86,559
Germany	72,569

ARMORED CRUISERS.	
England	299,250
France	155,287
Russia	88,480
Japan	60,454

COAST DEFENSE AND SPECIAL.	
U. S.	65,751
England	65,740
Russia	54,486
France	51,316

UNPROTECTED CRUISERS.	
France	44,003
Germany	43,590
England	36,510
Japan	23,776

TORPEDO BOATS.	
France	19,167
Germany	12,993
Russia	12,435
Italy	9,818

DESTROYERS.	
England	34,195
U. S.	7,510
Russia	7,210
Germany	4,350

TORPEDO VESSELS.	
England	27,790
Italy	15,345
Russia	14,351
France	9,398

PETTY OFFICERS AND MEN (INCLUDING MARINES).	
England	107,572
France	84,443
Russia	59,834
U. S.	26,000

OFFICERS.	
England	7,308
France	3,121
Russia	3,451
Japan	1,973

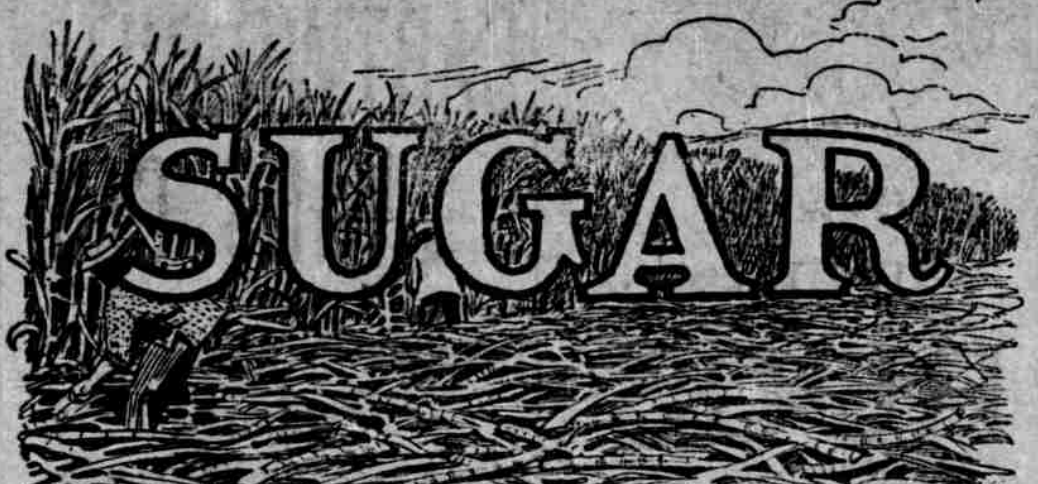
The United States is ahead of Germany in officers, petty officers and men, and besides the United States' building program is so far advanced that it is believed that its rightful place, all things considered, is equal to Russia or third among nations. Lieut. Howard, in fact, says that the tonnage built since 1890 is the better test of the "fighting strength" of the various powers. That test shows a difference of only about 1,200 tons between Russia and the United States for third place as a naval fighting power.

Since the last report in November, 1899, foreign nations have launched new ships as follows:

Great Britain—Two armored cruisers, one first-class cruiser, one third-class cruiser, three tugs, three sloops, two torpedo-boat destroyers.
France—Three armored cruisers, three torpedo-boat destroyers, one torpedo boat, one battleship, three armored cruisers, two torpedo-boat destroyers.
Germany—One battleship, one armored cruiser, three torpedo-boat destroyers.
Japan—One armored cruiser, two torpedo-boat destroyers, one torpedo gunboat.
The United States has launched the first-class double-turreted battleships Kearsarge and Kentucky, and can get three more battleships in fighting trim within forty-five days if necessary.

SHIPPING NOTES.

Barkentine Imgard is discharging at the Railroad wharf.
The bark Nuuanu, Josselyn, master,



The following is from Willett & Gray's weekly statistical sugar letter, dated at New York, October 4:

STATISTICS BY SPECIAL CABLES.—Cuba.—The six principal ports: Receipts, none; exports, none; stock, 5,300 tons, against 15,500 tons last year. Grinding has ceased.

Europe—Stocks in Europe, 355,000 tons, against 262,000 tons last week, and 535,453 tons last year. Total stocks of Europe and America, 352,500 tons, against 496,499 tons last week, and 728,842 tons last year at the same uneventful dates and 826,888 tons, at even date of September 1st last year. The deficiency of stock is 334,312 tons, against a deficiency of 347,020 tons last week, and an excess of 55,023 tons December 25th, 1899.

Famburg—3,000 tons of raw beet sugar shipped to America from Hamburg and Bremen this week; 3,000 tons engagements; 100 tons of refined shipped.

PAWS.—Receipts remain at about 25,000 tons per week, as we expected, but which at present is below requirements for meltings, and total stocks are now at 22,200 tons, the lowest point since November 2, 1899, when stocks were only 16,594 tons. However, as we have now entered the new sugar campaign, the corner in supplies may be considered broken and abundance of beet sugar will be available, if not of cane also. With increased offerings a decline to 4.75c for 96 degree test centrifugals is probable at any time. These changed conditions of the sugar trade in October have been forecasted by us for some time past. The trade will now be done in declining tendencies instead of advancing tendencies, as heretofore. The market is likely to be quite unsettled for a while, until the normal basis for the campaign of 1900-1901 is more clearly seen. It is possible that the pendulum may swing too far downward for a time. We are not believers in any great average reduction for the full campaign, however. Centrifugals were previously sold, to arrive October 15th to 30th, equal to 4.60c to 4.75c. Some Peruvian centrifugals, due to arrive end of October, are offering at equal to 4.75c. Demeraras for immediate shipment have just been sold at 3.15c, c. and f., equal to 4.75c duty paid, and now nearly all more for October shipment are obtainable. Nearly all Javass for October-November shipment are placed. The quantity of Javass available for the balance of this year is much less than for the same time last year. Our correspondence shows that American refiners have been buying heavily of new crop beet sugars. October shipment of beet to arrive here in November, would cost on present quotations equal to 4.45c for centrifugals. The Louisiana crop, which is doubt that of last year, is beginning to come to market, and European crop advances are more favorable, therefore we look for somewhat lower prices in Europe. The change in the abnormal spot quotations for centrifugals has begun, a sale of sugars nearly due having been made at 4.90c and further declines will follow until a normal basis is reached. As showing how history repeats itself, our records state that on November 24, 1899, when stocks were the lowest, raw sugars were sold at 5.5c decline from the quotations of a week previous, the drop being due to anticipation of large receipts of new crop sugars.

REFINED.—Refiners did not wait for the coming decline in raw sugars before reducing the price of their product. We have anticipated the first cut in prices would be 1-4c per pound, but buyers were scarcely prepared for the actual reduction of 40 points which came on Wednesday. All above 1-4c per pound must be due to something beyond trade requirements, viz., a new outbreak of hostilities between refiners. The Arbuckle refinery attempted to establish a price of 5c per pound for their product below the A. S. R. Co.'s list price. If this move had passed unnoticed the Arbuckle could have run full and sold all its product at a profit, while the A. S. R. Co. held the umbrella, but the A. S. R. Co. made a violent second cut of 1-4c per pound, carrying the price of refined to but little above the cost of production and Arbuckles evidently did not care for the trade at any lower basis, so prices rest at a level for all refiners at 5.75c list for granulated, equal to 5.50c net cash. The notable feature of these movements is that the Arbuckle is evidently bent on maintaining its position and to take its share of the reduced production during the off season of the year now at hand. The demand is only on the hand to mouth basis, notwithstanding the heavy cut in prices, buyers being afraid to take on any supplies while the market is in such unsettled condition. This rather suits the refiners at the moment, however, because they would be unable to meet any large demand, if it came while supplies of raws are so small. Around the first of November, 1899, when stocks were the lowest, prices of refined declined 2-5c, and a week later, 1-4c further, in anticipation of the arrival of new crop sugars.

SUGAR IN WALL STREET.—The usual rally in a declining market carried sugar stock to \$118 1-2, from where it began to decline, and touched \$114 1-8 on announcement of first cuts in prices of sugar. As stated elsewhere, the appearance of these cuts, made unnecessarily, is quite ominous for the sugar stock. In fact, it evidently depends on the Arbuckle now whether business shall be done at a loss or profit. The situation must be considered critical and we can renew the advice so persistently given that the selling of sugar common stock will save holders from large losses in the near future. The price has been unduly maintained by a series of influences which will not continue.

QUEENSLAND.—Mackay Journal says: "The crushing season is now in full swing and few mills have not been put in motion. The weather has been quite suitable for harvesting operations, though not so fine as to interfere with the growth of the young cane. From the northern end of the colony to Mackay, the winter has been exceptionally mild, and although in the more southern districts even a mild winter does not mean entire absence of frost or any great increase in the standing crops, in the rest of the colony it spells an advance on previous estimates. However, in the south, heavy frosts have again done much damage and the cane is being milled as fast as possible. That at present our figures, given last month, must stand, is obvious, until we have fuller information as to the quality of the cane now going through the rollers. With a very mild winter, the density of the juice must of necessity be low, but this will probably remedy itself later. In the meanwhile crushing goes on apace, much according to our anticipations, but happily with every prospect that this year the cane will prove, even where scarce, of good quality. As to the young crops, it is sufficient to say that on all sides additional areas have been planted, and in few places has the weather been less than perfect."

NEW ORLEANS, Sept. 28, 1900.—Sugar—Weekly Summary—Today was marked by the arrival and sale of the first consignment of new centrifugal sugar for the season 1900-1901. This lot classed Good Prime Y. C. and consisted of 25 barrels from the Woodland plantation of Messrs. J. L. Orr & Co., St. John Parish, La., consigned to Messrs. T. L. L. and Sons and was bought by J. W. Blackman, Jr., at 6.1-4c. With the above exception nothing of interest has transpired during this week in our market, which has otherwise remained dull and listless, receipts being scanty. Refined ruled quiet throughout at 6.00 net cash for granulated. Receipts for the week were 511 barrels, against 732 last week and 883 same week last year. Total to date, 2,929 barrels, against 6,629 last year.

PORTO RICO CROP.—Government Weather Report for week ending September 15th: Very heavy rain prevailed on Sunday, 9th, in the vicinity of Bayamon, At Camero, on the 14th, 2.25 inches of rain occurred in two hours. With these exceptions the rainfall throughout the island was unusually light. Generally warm weather prevailed. Cane continued its favorable growth, the warm, sultry weather following the previous rains being very beneficial. Highest temperature, 87.8 degrees; lowest temperature, 74.8 degrees.

CUBA CROP.—Government Weather Report for week ending September 22: Rainfall—Rains amounting to less than one inch in the eastern half of the island, and one-half inch in the western half, for the week were the rule; the only stations reporting greater amounts than these were in portions of southwest Matanzas, western Santa Clara and northeast Puerto Principe. A few stations reported no rainfall at all during the week.

Cane—This staple generally is in an excellent condition, except in portions of the northwest Santa Clara where new cane greatly needs much more rain, and a heavy yield is everywhere indicated. Planting has begun or continues in northeast Havana, Matanzas, Santa Clara, Puerto Principe and Santiago. In northwest Santa Clara spring cane and ratoons not cut last season are sprouting along their stalks; weeding and cultivating and preparation of ground actively continue, and in parts excessive moisture in the ground impedes the preparation of the ground for winter planting. In southwest Santa Clara the ground conserves damp moisture; extensive fall plantings are being made under favorable conditions; cross plowing and furrowing continue; winter plantings are being made in soil prepared after the recent rains, and the cane which were blown down by the storm of the 5th have partially resumed an upright position and are in good condition. Preparation of ground continues in northeast Santa Clara and Santiago. Cultivation progresses in Santiago.

will sail from New York for Honolulu on or about December 10.
Sugar from the schooner Hawaii is being discharged at the Oceanic wharf.
The S. S. Zealandia was due to arrive at Hilo yesterday with the Shriners.

Heavy rains are reported on Kauai according to the purser of the James Makee.

Bark Annie Johnson arrived in San Francisco from Hilo, October 5, twenty days out.

The United States transport Leelanaw was expected yesterday from San Francisco.

The gasoline schooner Eclipse brought the following cargo from Kona: 49 head cattle, 25 cords wood, 40 hogs, 106 bags potatoes and 100 bags corn.

Sugar is being turned into the hold of the bark Amy Turner from the Oceanic wharf as rapidly as the longshoremen can work. The vessel will sail for San Francisco when loaded.

The asphalt covering on the naval dock is nearly all in place. Water front men say the dock will need a shed over the asphalt. Otherwise, heavy freight lying on it in a hot sun will sink into it.

Schooner Rob Roy is now a lumber schooner in the inter-island trade, and is owned, commanded and worked by Japanese. A cargo of algeroba wood was brought from Molokai on her last trip.

The bark Dominion is at Brewer's wharf, taking in ballast. She will return to the railroad wharf and discharge 500 tons of coal. She will sail for Eureka, and will carry a cargo of lumber to Sydney.

The following cargoes were brought to Honolulu yesterday: Per steamer James Makee, from Kapa and Hanalei, 1 bag fruit, 1 box chickens, 1 box merchandise, 1 crate merchandise, 2 packages merchandise. Per steamer Ke Au Hou, from Waima, 1,850 bags A sugar, 3 packages.

VESSELS IN PORT.

ARMY AND NAVY.

U. S. Tug Iroquois, Pond, Midway Island, August 1.

MERCHANTMEN.

(This list does not include coasters.)

Alden Besse, Am. bk., Potter, San Francisco, October 12.

Adairley, Br. bk., Berquist, Newcastle, October 1.

Bossuet, Lortone, Nantes, France, 142 days out, October 16 (outside).

Clan Macpherson, Br. sp., Macdonald, Newcastle, October 1.

Deminion, Br. bk., Rodd, Newcastle, October 1.

Enterprise, Am. schr., San Francisco, October 12.

Fort George, Am. sp., Morse, Oyster Harbor, September 23.

Fresno, Am. bk., Peterson, Newcastle, October 18.

Imbard, Am. bktn., Schmidt, San Francisco, October 12.

Luzon, Am. schr., Anderson, Gray's Harbor, October 1.

Stjorn, Nor. bk., Elliesen, Newcastle, September 23.

Sebastian Bach, Br. bk., Nagasaki, February 12.

Star of Russia, Am. sp., Mortensen, Newcastle, October 1.

W. G. Irwin, Am. bk., Genarux, San Francisco, September 23.

PURITANISM IN NEW ENGLAND.
The big bull moose that walked calmly through Damariscotta the other day could not see if your glasses are right—the kind we sell.

"To See Not to See"

That is the Question.

There's no reason why you should not see if your glasses are right—the kind we sell.

It is part of our business to attend to those useful members—

YOUR EYES

And that we are meeting with marked success is evidenced by the daily increase of our optical business.

We Hate Bragging.

But beg to remind you that nothing in the way of correcting eye trouble or grinding every kind of a lens for every kind of eye trouble, is beyond our skill.

MR. N. A. CHAPMAN, an expert optician just from the Coast has charge of this department, and all orders entrusted to him will be carefully filled and attended to.

H. F. WICHMAN,
FORT STREET.

PUT US ON YOUR LIST!

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... series, promptness of delivery,
... reasonableness of price.
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... to richest materials for daint
... desserts, we fill your wants pe
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The Jeweler

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IN A FEW DAYS.

HUSTACE & CO

—DEALERS IN—

Wood and Coal

—ALSO—

WHITE AND BLACK SAND

Which we will sell at the lowest market rates.

SEATTLE BEER

—AT THE—

CRITERION SALOON.

TRIBUNE!

Is the POPULAR WHEEL

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AGENTS. FORT STREET.